

Today's Advertisements.

THEATRE ROYAL, CITY HALL.

MR. HENRY DALLAS' COMIC OPERA SEASON.

LAST EIGHT NIGHTS.

TO-NIGHT!

TO-MORROW (FRIDAY), AND SATURDAY,

THE CHARMING JAPANESE OPERA

"THE GEISHA."

Produced with all the ORIGINAL SCENERY AND DRESSES from

DALY'S THEATRE, LONDON.

MONDAY and TUESDAY NEXT,

"A RUNAWAY GIRL."

WEDNESDAY and THURSDAY,

"THE BELLE OF NEW YORK."

SATURDAY, "SAN TOY."

FULL CHORUS. AUGMENTED ORCHESTRA.

PLAN at ROBINSON PIANO CO.

Usual Prices.

Doors Open 8.30. Commence 9 P.M.

A late Tram will run nightly during the Company's visit.

BERTRAM HERMANN,

Business Manager.

Hongkong, 28th March, 1901. [288c]

BOOTHEN MARK LODGE,

No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASON'S HALL, Zealand Street, TO-MORROW, the 29th instant, at 5 for 5.30 P.M. Visiting Brethren are cordially invited to attend.

Hongkong, 28th March, 1901. [377c]

JUST UNPACKED.

H. RUTTONJEE,

4, D'Aguilar Street and 22 & 23, Elgin Road, Kowloon.

Hongkong, 28th March, 1901. [34]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above Port, on SATURDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,

General Managers.

Hongkong, 28th March, 1901. [375c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA ANOV.

THE Company's New Steamship

"DIAMANTE."

Captain A. Ramsay, will be despatched as above, on MONDAY, the 1st April, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 28th March, 1901. [376c]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

Calling at MANILA and CEBU.

THE Steamship

"CYMERIC."

will be despatched for the above Port on or about the 3rd April, and will be followed by the S.S. "RICHMOND CASTLE," "PATRAN," "FERDENE," and "LOWTHER CASTLE."

For Freight, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 28th March, 1901. [14]

WANTED.

THREE or FOUR LADS.

to SELL the

"HONGKONG TELEGRAPH."

LIBERAL COMMISSION PAID.

Apply Personally at

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL.) Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b]

A. S. WATSON & Co., LIMITED.

SPECIALITIES FOR THE SEASON.

PORT WINE AND SHERRY

the finest Vintages.

CLARETS

Including Wines from the most celebrated Chateaux.

SCOTCH WHISKY.

Our Whiskies are so well known and appreciated that comment is unnecessary.

CONFECTIONERY.

Imported from the leading London and Parisian Houses.

COGNAC BRANDY.

Hennessy's finest productions. Quality guaranteed.

ERATED WATERS

Absolute purity guaranteed.

A. S. WATSON & Co., LIMITED, HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 28, 1901.

NOTES AND COMMENTS.

Philippine Independence.

It is always well to hear the two sides of a question before passing an opinion, and as the Manila papers have been filled of late with statements to the effect that the trouble in the Philippines was rapidly drawing to a close, we took the opportunity of interviewing Dr. APACIBLE, a prominent Filipino, who has lately returned here from Europe and America. He will be seen from the interview which we publish elsewhere, Dr. APACIBLE is still as confident as ever of the ability of the Filipinos to prolong the struggle indefinitely, and he thinks, as we do, that the whole facts of the matter placed before the American public without bias, that a solution of the Filipino problem would be arrived at very shortly.

The United States Authorities have all along attempted to pose as the liberators of the Filipinos, but, according to their own constitution, you cannot govern a people without their own consent, and this is just what the United States are now attempting to do in defiance of all their traditions. At the outset as we have repeatedly pointed out, the Filipinos were treated as the allies of the Americans, and although nobody but the persons concerned can say what promises were or were not made before the Filipinos consented to bear the brunt of the fighting and drive the Spaniards into Manila, facts speak for themselves.

The United States profess to be unconscious of acquiring anything but a foothold in Asia in order to establish a base for their fleet. This could be easily arranged, for their independence, the Filipinos would willingly grant one, or more coaling stations. American trade would flourish, we presume, just as freely under the Filipino as the American flag, and the United States would save millions of dollars and hundreds of lives in recognising the independence of the Philippines as suggested by Dr. APACIBLE. Why not establish a protectorate? It would be far cheaper and more satisfactory, and who knows but that as the Filipinos came to know the American people better, they might

While the work of fighting is in progress, additional obstruction will exist between the *Canton River* and *H.M.S. Centurion*, and all vessels should avoid passing between the latter and the shore.

NOTICE TO MARINERS.

Hongkong Harbour.

On Tuesday, 26th March, and until the Dredger *Canton River* is righted, all vessels are hereby warned not to attempt to pass between her and the dolphin off Murray Pier, where the passage will be obstructed by hawsers, &c.

DASH TAYLOR,

Academy Harbour Master, &c.

REUTER'S TELEGRAMS.

THE OPERATIONS IN BRITISH SOUTH AFRICA.

A SHARP ENGAGEMENT.

LONDON, March 26th.

General Babington has defeated a Boer force 1,500 strong under De la Rey to the south-west of Ventersdorp, capturing 77 waggon, 2 fifteen pounders, 6 Maxims, a Pom-pom quantities of ammunition and 140 prisoners. The British losses were slight, but many Boers were killed and wounded.

THE POWERS IN CHINA.

U. S. MEMORANDUM.

The United States on the 17th February expressed to China its sense of the expediency and even of the extreme danger of considering any private territorial or financial arrangements, at least without the full knowledge and approval of the Powers. Mr. Hay sent a copy of this memorandum to all the Powers, including Russia.

WEATHER REPORT.

The Observatory report says:—On the 28th at 12.5 p.m. the barometer is inclined to rise on the China coast, the depression having passed to the Sea of Japan. Gradients gentle with light variable winds and foggy weather on the coast, and in the N. part of the China Sea. Forecast:—Varying winds, light; fair, but some fog or mist.

LOCAL AND GENERAL.

The German mail of the 20th February was delivered in London on the 23rd inst.

A EUROPEAN or Eurasian matron for the Federal Home for Chinese Women and Girls, at Kuala Lumpur, Selangor, is required, vide advertisement appearing elsewhere.

THE Russian Minister is, it is said, hard pressing the Emperor for an audience, while his Majesty is very nervous as to the consequence of seeing him. His puny resources are apparently taxed to the utmost.

THE outbreak of small-pox at Glasgow, it is stated, is specially annoying to the authorities in view of the approaching opening of the Exhibition, the attendance at which is bound to be affected thereby, unless the disease is stamped out ere long.

A VARIETY entertainment is to be given at the Kowloon Institute on Saturday evening next, commencing at 8.30 p.m., in aid of the funds of the Institute. Reserved seats \$1.00, unreserved 50c. Tickets may be obtained from Captain Harris, 3rd Madras Light Infantry, or from Mr. H. K. Holmes, Kowloon.

A MARRIAGE has been arranged, and will take place early in April between Littleton Edward Pipe Wolferstan, Straits Settlements, Civil Service, fourth son of the late Mr. F. S. P. Wolferstan, of Stamford, Tamworth, and Ethel Mary, eldest daughter of Mr. Dearman Janson and Mrs. Janson, of Marchings, Chigwell, Essex.

WHAT might have proved a very serious catastrophe occurred on board the *Maha Chakri* a day or two ago, says the *Siam Free Press* of the 13th inst., whilst H. M. the King was coming up the East Coast. A kerosine lamp was upset and a considerable amount of wood-work got burnt. We understand that as a result the use of kerosine on board the royal yacht has been prohibited.

WE understand that a subscription dinner is being given to Charles Sinclair, of the Siege Train, at the Kowloon Hotel this evening at 8 o'clock, for the services he has rendered in the interests of boxing, in training the different men during the late boxing contests. The dinner is under the management of Mr. J. H. Downes. No doubt many of the "sports" of the Colony will be present.

A HOME paper states that deep mourning has quite gone out of fashion. Even Queen Alexandra herself wore very little, if any, crape when her eldest son, the Duke of Clarence, died. Her daughters from the very first wore the simplest coats and skirts of black serge or cloth. At the time of the death of the late Princess Mary, Duchess of Teck, her little grandchildren, the children of the Duke and Duchess of York, wore white with black sashes.

H.M.S. *Centurion* started hauling at the dredger shortly after three o'clock this afternoon. As the lines from the ship to the dredger were some half-a-mile in length it may well be imagined that it took some time even to heave taut. When our representative left, about four o'clock, the dredger appeared to have shifted a little and the hauling process was still being continued. One of the floats used to support the cables seemed to have carried away and now and again a rather ominous crack came from the dredger, but otherwise all seemed to be going well.

NOTICE TO MARINERS.

Hongkong Harbour.

On Tuesday, 26th March, and until the Dredger *Canton River* is righted, all vessels are hereby warned not to attempt to pass between her and the dolphin off Murray Pier, where the passage will be obstructed by hawsers, &c.

DASH TAYLOR,

Academy Harbour Master, &c.

THEIR Royal Highnesses the Duke and Duchess of Cornwall and York, on their approaching visit to Singapore, are to be presented with a souvenir of the Malay States, which in the case of the Duke is to take the form of a Kris called the *Trepan*, mounted with gold, and for the Duchess the well-known Malayan *Tikars Selah* and *Rakit*, also worked in gold. They are to cost four figures, and will be presented by our Sultan on behalf of the Federation. —*Prak Pioneer.*

THERE is a scheme abroad in London at present, whereby the children there may help to show their love for their late Queen. The promoter asks that "every child make one or more articles of clothing, suitable for a child, to be delivered not later than November next, at a place in London which will be decided on by a committee later on. These articles are to be distributed among the poor children of London on the first anniversary of the death of our late ever-beloved Queen Victoria."

A BERLIN correspondent of the *Daily News* complains of the plague of a new toy which has swamped the streets of the city. It is the "little mama," a small whistle to put in the waistcoat pocket, and which imitates the whine of a small infant with a shriek of "Mama, mama!" in the middle of the whine. The toy is very popular, and in the most out-of-the-way streets, as well as the most frequented, the torturing cry is heard. It has come from Paris, and is perhaps in London already.

At least four times the Crown of England has been in pawn. Henry III. and Henry V., Edward III. and Richard II. all resorted to this means of raising money. The merchants of Flanders once had possession of the Crown; the City of London held it as security for £20,000, and it was pledged at another time for £20,000. Edward III. disposed of it to the Bishop of Winchester for £13,500, and Charles II. would have used the Crown as a personal asset if he had been able to turn it into money.

THE Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Standard Oil Co. of New York	.....\$50
Abdoolly Ebrahim & Co.	.....25
Bank of India-China	.....25
F. Blackhead & Co.	.....25
Bradley & Co.	.....25
Brewer & Co.	.....25
Cawajee Palanjee & Co.	.....25
Fairall & Co.	.....25
Dodwell & Co.	.....25
D. S. Dady Burjor	.....25
Gibb, Livingston & Co.	.....25
D. Gillies	.....25

PROBATE of the will of the late Lord Armstrong, which is dated 26th November, 1894, and has three codicils, has been granted to the executors, Mr. W. A. Watson Armstrong (great-nephew), Sir Andrew Noble, Mr. T. W. Thompson, and Mr. J. M. Falkner, the gross value of the estate being sworn at £1,399,946. There are local charitable bequests amounting to between £6,000 and £7,000, and an annuity of £2,000 to the testator's nephew, Mr. John William Watson, and various minor annuities and legacies. Subject thereto, the real and personal estate is given in effect upon trusts in favour of Mr. Watson Armstrong and his family.

THE General Shipowners' Society of London have given notice of the following resolution:—That this Chamber use its best influence amongst British shipowners to induce every firm to take at least two boys as apprentices in each steamer; to provide suitable accommodation for them apart from the crew; and to give as much care as possible to their training. Further, that the Chamber take steps to lay before his Majesty's Government the inadequacy of the encouragement hitherto given by them to owners who have taken apprentices, and to urge upon them the advisability of their giving substantial encouragement towards securing more apprentices.

The following information is published in a Gazette Extraordinary issued to-day:—

GOVERNMENT NOTIFICATION.—NO. 186.

Telegraphic information having been received that Singapore is now free from plague and cholera, His Excellency the Governor in Council has been pleased to rescind the Proclamation dated 28th November, 1900, declaring Singapore to be placed at which an infectious or contagious disease prevails.

By Command,

T. SERCOMBE SMITH,

Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 28th March, 1901.

INTERESTING particulars of a method of destroying malaria-bearing mosquitoes that has been successfully employed in the Central Jail, Nagpur, are published by Major Buchanan, I.M.S., in the *Indian Medical Gazette*. The system consists in dredging the pools in which the insects breed, with a sieve made of muslin spread on a wooden framework. The *raison d'être* of the arrangement is to kill the insects and not merely to drive them to breed elsewhere, as is done when kerosine oil is poured on the pools of stagnant water they frequent. In Major Buchanan's opinion, once the breeding place of the insect has been discovered, every effort should be directed to preserving the spot carefully, so as to gradually exterminate the creatures that resort to it, by netting them in, he thinks, about as useless as it would be to endeavour to rid a district of a man-eating tiger by driving away the animals on which it can feed.

"THE GEISHA" TO-NIGHT.

We need scarcely remind our readers that the Dallas Company is billed to present that delightfully quaint and tuncful opera "The Geisha" to-night and on the two nights following. The enormous success made by the company in the opera last season when it formed their veritable *piece de resistance* will be fresh in the memories of all theatregoers. The cast is a large one, and the exigencies of the dialogue and score require a company of artists possessing more than the average merit for its adequate representation. That Mr. Dallas has such a company cannot be

THE 1st BENGAL LANCERS' SPORTS.

The following are the winners in the above sports, the names of whom we were unable to give yesterday:—

Time Cutting:—Lance Duffadar Allah Bukh Khan, Sowar Gholam Mustafa Khan, Sowar Hussain Mahomed Khan.

Tent Pegging:—Duffadar Imam Ali Khan, Lance Duffadar Bhikan Khan, Sowar Abdul Ghani Khan.

Squadron Tent Pegging:—1st "D" Squadron 1st B.L., and Remount Depot.

Native Officers Tent Pegging:—Ressaidar and Woodrife Major Mahomed Ka Sham Sham.

V. C. Race:—1st "B" Squadron 1st B.L.

Ladies' Nomination:—Capt. Goodwin, nominated by Miss St. John.

Mounted Combat:—Sowar Nazir Mahomed Khan, Sowar Aldur Rahman Khan.

V. C. Race (open):—Capt. Turner 3rd B.L. Tent Pegging (open):—Capt. Loring, R.A. Catching Brigand:—Capt. Turner.

AT THE MAGISTRACY.

THE VITROL OUTRAGE ON THE PRAYA.

Yeung Kun, a store coolie at H.M. Naval Yard, was charged on remand before Mr. Hazeland this morning with aiding, abetting, counselling and procuring the throwing of corrosive fluid on Mr. Rock, in the case in which Lo Tsui pleaded guilty to actually throwing the fluid, on the 14th inst.

He pleaded not guilty.

Mr. J. Hays (Messrs. Johnston Stokes and Master) was for the defendant.

The Hon. F. H. May, C.M.G., (Captain Superintendent of Police) prosecuted.

Wong Hop was the first witness this morning for the prosecution. He said:—I am a caulker in the Naval Yard, and live at Wanchai. I have known the defendant for about four years. I saw the defendant on the 4th of March. At 7 p.m., in a house opposite Ullmann's in Queen's Road Central the defendant said to me, "Don't go to work on the 5th of March." That day the defendant told me to meet him in Ship Street at 2 p.m. I went there and met A Pui Cheng Fu and the defendant. I first met A Pui, and then I went with him to fetch Cheng Fu. I recognise Leung Pui and Cheng Fu, just brought into Court. We four went to the mountain end of Ship Street. The defendant said to A Pui, "Will you do a thing for me?" He promised to do it and the defendant spoke to Cheng Fu and said "Will you throw some medicine water on the godown keeper for me?" The defendant did not say anything else. The defendant said he would give \$5 to Leung Fu and that he was to give it to the man who threw the water on the godown keeper. Cheng Fu promised to do that. The defendant gave him a bottle of medicine water at the clock tower, between three and four in the afternoon. The defendant told me to bring it to Ship Street and said the bottle contained corrosive acid. I put the bottle into my pocket and defendant told me to bring it to Ship Street. Then I went to a washerman's shop in Ship Street and met Cheng Fu. Then Cheng Fu, A Pui and I went to the stone steps in Ship Street and Leung Pui went back to take his meal. Cheng Fu went to the Praya with me and we arrived at 4.30 p.m. Five minutes later we went towards the Convent and Cheng Fu told me to pour some of the acid out of the bottle into the tin and saw smoke coming out of the liquid. Then I and Cheng Fu threw the bottle into the tin and saw smoke coming out of the liquid. Then Cheng Fu said it was fire water and would cause death. Then Cheng Fu scolded me and we separated. I went to the first floor of the Wing Fung, opposite Ullmann's shop, and I saw the defendant there. I said that Cheng Fu had refused to do it and that the acid had been thrown into the sea. The defendant asked me to get back the \$5 from A Pui and I got it back in Ship Street. On the 5th of March at 4 p.m. Cheng Fu was to throw the acid on the English godown keeper employed at the Naval Yard. I know the godown keeper; Cheng Fu does not know him. I was to point out the godown keeper to Cheng Fu. The defendant told me to do this. The godown keeper is the same who was burned by some corrosive fluid on the 14th of March. The defendant told us to be there at about 4.30 p.m. We expected him to pass at that hour. The defendant lives in Wanchai. He visited the shop opposite Ullmann's. I do not know if he sleeps there. When I met A Pui in Ship Street it was between two and three o'clock in the afternoon. I did not meet A Pui until sometime after I got to Ship Street. I did not hear clearly everything that the defendant said to Cheng Fu. I did not hear the defendant say anything to A Pui. We four were standing together on the mountain end of Ship Street. If anything passed between the defendant and A Pui I could not hear it.

Question.—Did A Pui ask the defendant "What is the matter?" and did the defendant reply "A Pui will find a man for me and I will have a talk with him, as I have something to do."

Answer.—I heard this said.

The defendant said to Cheng Fu "I wish to find some acid and to throw it on an Englishman." Then Cheng Fu promised to do it and the defendant told me to take a bottle of acid and give it to Cheng Fu. The defendant told me to take the bottle to the washerman's shop in Ship Street, where I would find Cheng Fu. I met Cheng Fu there and went to the Praya with him. I do not know whether the defendant had any grudge or spite against the godown keeper. Cheng Fu and A Pui were not asked to do the thing again by the defendant. I do not know if the defendant asked A Pui to do it again.

Cheng Fu, boiler maker at Wong Lai Kiu's shop in Wing Fung Street, said he remembered the 5th of March. His further evidence was heard.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

BOOKS WANTED.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Now that the annual Exodos of residents is at its height I venture to beg a corner of your valuable space to appeal for the gift of any books, for which, intending homegoers, have no further use, to the Free Lending Collection of the City Hall Library, which has to rely upon such gifts, as there are no funds available for the purchase of books.

Gifts of bound or unbound books will be welcome and may be sent to the Comptroller at the Library.

The Lending Library is well patronised and goes some way towards filling a gap in our local institutions.

I am, Sir,

Yours faithfully,

F. B. BOWLEY.

PHILIPPINE INDEPENDENCE.

Hearing that Dr. Apacible had returned to the Colony, a representative of the *Telegraph* called upon him and elicited the following statements with regard to Philippine affairs:—

Dr. Apacible said that he returned to Hongkong from America, via Europe, about a fortnight ago, having spent eleven months in America and one in Europe. He had been over the greater part of the United States and had personally sounded and investigated public opinion with regard to the Philippine problem. His search for some means by which a peaceable solution of the difficulty might be arrived at, a solution which would satisfy the honour of the Americans and Filipinos alike.

In reply to a question as to the impressions he had received and the conclusion he had arrived at as a result of his travels, Dr. Apacible said:—At present I can only give you a rough idea. I cannot enter into detail until such time as I am authorised to do so. In the first place, however, I saw that the Government of the United States is either very badly informed as to the true situation in the Philippines or else is very insincere in its statements. I incline towards the former supposition, though I fancy that there is a little of both mixed up in the doings and sayings of the Government. I am by no means convinced that the whole of the citizens of the United States are antagonistic to us—that is to say wish to drown our independence as a force upon us their sovereignty—not are the bulk of the most conspicuous men, nor the people of the different States against us. The political passions that blind a proportion of them and the greed of a few others are, so far as I have been able to judge, the only factors that keep alive the spirit of expansion and war. The information and reports of their own tools and appointees constitute, if not the only fountain at which the Administration drinks, at least the only one utilized. To this end men so appointed have sent reports and information of a most partial character in order to serve the interests of their own party. I am sure that when the American people come to know the truth of what is passing and what has passed in the Philippines, they will insist upon the Administration according to our legitimate demands.

Do you believe in the possibility of such a change, asking peace?

Yes, certainly, though perhaps not for some time to come. How? By encouraging prolonging their resistance and so causing great expense to America and touching at heart by the loss of life occurring amongst her sons. This is perhaps, a very horrible method, but it is, apparently, that ordained by Providence by which it is possible to force those who are strong and who act by reason of their greed to recognise their error; ordained perhaps that they may thus expiate their transgressions.

But will such a resistance be unbreakable? It is now reported that two of your most renowned generals have surrendered.

Such occurrences as this do not make any appreciable impression upon us. More than three of our generals fell last August. Some were victims of evil fortune, some of treachery and almost all of them were of the highest prestige, yet the war did not come to an end; on the contrary, on many occasions it has been carried on with greater vigour than ever. As for the rest, we all know that not all who start to ascend a mountain reach its summit. We have still many other generals in whose worth, courage, energy, intelligence, tact and firmness we have absolute faith. There remains to us still the most renowned of all, our heroic leader, who will not lay down his arms except with his life or on the attainment of our independence. It remains for us, the Filipino people, who though sometimes obliged by force majeure to appear to favour the American cause, though in our hearts we do not, to contribute supplies for the national defence, of which men, money and other assistance are the mother and support.

In that case the formation of the Federal Party, as it is called, and the many apparent adhesions to it cannot but be derogatory to your cause?

I believe I may assure you that the formation of this party and the many reported adhesions to it can injure, and undoubtedly does injure the cause of Filipino independence abroad; in the Philippines it really does not detract from our force. I could show you letters and testimonies in which we are assured that the cause of such adhesions is but the fear of reprisals on the part of the Americans, for he who refuses to join the party is pointed out as a revolutionary or as supporting those who are still in arms. You already know what General MacArthur stated in his proclamation with respect to those who were considered as such. "The Americans now hold about six thousand political prisoners, and here in Hongkong is a family composed of women, children and old men and only one young man amongst them, who have been expelled from Cebu because there is a member of the family in the Filipino ranks and because they sympathise with our struggle for liberty. This is apart from the deportations to Guam and the houses and towns fired upon, of which even the Manila papers speak." I think that there are not half a dozen persons who are truly affiliated to the Federal Party at heart. The reason is obvious. The platform of that party does not fulfil the aspirations of the country. I have studied the party since my return from Europe and America and I see its early downfall, as also that of other parties formed in Manila, despite the active support it receives from the American Authorities. A fuller measure of autonomy was promised to us by the Spaniards in the last days of their domination, and that demanded by the Parti Federal, and was not accepted by the Filipino people. With what more reason can the promise of the Federals be accepted, now that not even a promise exists except the vague, the very vague one held out by Mr. Taft, which is even less definite than those held out to us by Admiral Dewey and Consul Pratt? Neither Congress, nor President McKinley have said anything definite on this subject that I am aware of, and I wonder at the manner in which the Manila papers state of the liberal offers put forward by the United States.

Then you do not think that peace will be long delayed?

I truly believe that so soon as the true state of affairs becomes known throughout America, a solution of the difficulty will be arrived at, either by a mutual agreement or by one or both making concessions. I have already said what the American Administration aims at with regard to the Philippines. On the other hand, the party at present in power is not really the representative of the great majority of the American people.

How do you expect to come to a solution of the difficulties?

From Toronto, Canada, with the consent of the Filipino Central Committee abroad, following instructions received from the scope of action by this Committee, I issued an appeal to the American people in which I stated the true facts of the case and suggested the basis of a settlement. Up to the present the American Government has ignored the appeal.

What have you to say to the statement made

Thirty indeed surprising news, but we take it for granted that the Central Committee have not despatched telegrams as that paper states. Such a statement is untrue. Neither the Central Committee nor any other Committee the works abroad have ever thought, nor could they think of submission to American sovereignty, for it is contrary to their convictions and they would consider it a dishonourable act. Besides, the Manila Times should have been on its guard against placing too much reliance on the word of a man who has once sworn fidelity to the Filipino cause and has since broken his oath. As for the rest, I can assure you that nobody now in the Philippines except Aguinaldo and Mabini have intervened in the creation of the Filipino Committee in foreign countries. I can also state that Aguinaldo, with whom I spent nearly the whole of January in Paris, has not quarrelled with us as stated by the American press, and had no intention of returning. If the does some day return it will not be because he desires to place himself under the protection of American bayonets in Manila. As for myself, much as I long to return to my country I cannot, for I should be obliged to take an oath repugnant alike to my convictions and my honour. I prefer a voluntary exile, long though it be, in any English or European country, where, under the protection of equalitarian and democratic laws, one is at least sure of being respected in his personal liberty and is free to profess and express his political convictions. Of my other companions here, who are not a third the number stated by the American press, you may be sure the same assurance.

In conclusion, if you publish this interview, you can declare before the world that we who are abroad work for the independence of our country on the same lines as our countrymen who struggle on the battlefield and lay down their lives. We earnestly hope for peace, we wish for peace at once, for the vapours emanating from the lakes of blood shed in our country reaches us here, asphyxiating our souls, and we cannot remain insensible to the desolation wrought throughout the country by war. But the bringing about of peace is not in our hands. America the strong, who has gone to our land and has already satisfied her military honour, is the one who could, who ought to yield. We have no other course but to follow that of attempting to defend our inalienable rights, the independence of our nationality. Until independence is gained, only temporary solutions of the difficulties will be found. The faint spark of tranquility which may now and again be kindled will be repeatedly quenched long before it can burst into a steady flame. America will lose much if she persists in her dream of sovereignty. On the contrary she will gain much if she prefers to take upon herself the title of Liberator. With it she will obtain for all time our love and the blessing of our young country.

ROYAL HONGKONG YACHT CLUB.

On Saturday, March 30th, there will be a race for Yachts in the Championship class, to be sailed by Ladies for a Prize presented by the Commodore.

Handicap will be published later.
Course: From Police Pier round Channel Rock, mark boat at starting line and Channel Rocks all to starboard, and finish across starting line from East to West.

Start at 2 p.m. On the same day and same course there will be a race for service boats steered by the midshipmen in charge for a Prize presented by the Commodore.
Start at 2.15 p.m. On Sunday, 31st, there will be a race for a Prize presented by Captain Brown, C. P. R. Time allowance as per Y. R. A. Scale. Ratings calculated under New Rule. Course will be published later.
Start 1 p.m.

F. KOE,
Hon. Sec. R. H. K. Y. C.

COREAN NEWS.

(From the *Kobe Herald*.)

SEOUL, March 13th.
The Korean Government has decided to despatch Ministers to Great Britain, America, Germany and France with the view of negotiating for the declaration of Korea as a neutral principality.

It is reported that the Russian Minister is likely to demand the lease of a portion of Chinkai Wan. The Russian squadron in the Bay has already chosen a site and is making various preparations to remain there permanently.

The French Minister to Seoul who returned here a short time ago is reported to be in possession of instructions to assume an attitude in Korea somewhat in line with that of Russia.

SEOUL, March 16th.
Kin Yei-jun was submitted to severe torture for several days and he has confessed his accomplices. Yi-Saijun, Yi-Shiyu, and Yi-Toku-ye were arrested this morning.

The French Minister to Seoul returned recently, and the pro-French party is turning in influence. Yi-Yoyok, Kio Shukko and Yi-Yuin are attempting to destroy the present Government and to form a Government from the pro-Russian and pro-French parties. Kin Yei-jun will probably be sentenced to death. The affair is assuming a rather alarming attitude.—*Mainichi*.

SEOUL, March 16th.
The Russian Minister to Seoul has addressed a communication to the Korean Foreign Department objecting to the Government engaging foreigners other than Russians in the various departments. The Korean Government has replied that the engagement of foreign engineers and instructors is not an infringement of any agreement with Russia. Min Yitetsu has been arrested.—*Asahi*.

MASAMPO, March 16th.
1,000 Marines with 20 guns were landed at Chinkai from Russian warships yesterday morning and went through exercises. The bulk of the men were removed to Kamashima in the afternoon.—*Mainichi*.

SEOUL, March 16th.
It is reported that the Russian squadron will concentrate in Chemulpo early in April next.—*Yiji*.

SEOUL, March 17th.
The cause of the confusion in the Korean Government seems to be a dispute between the Imperial family and the Min family. Yi-Saijun and Yi-Taikak, of the Imperial family have been arrested and it is reported that Min Yei-shun and Min Yei-shen are about to be arrested. Go Yeiso the Judge who was trying Kin Yei-jun at the beginning of the recent trouble was eventually arrested. It is understood that there is a plot to drive the Min family out of the Government.—*Asahi*.

TOKYO, March 17th.
The present trouble in the Korean Government is becoming serious but it seems that Mr. Hayashi, Japanese Minister to Seoul does not regard the affair as likely to be of a serious nature. There was a report that Russia had demanded the lease of Chinkai Wan, but no report regarding this has reached the Government so far. It is quite possible that Russia will bring up some matter of discussion in connection with the Korean situation.

THE PLAGUE.

Number of cases reported up till noon of the 27th March, 1901	Chinese.....68
	Other Asiatics.....0
	Europeans.....0
Number of cases reported during the past 24 hours	Chinese.....0
	Other Asiatics.....0
	Europeans.....0
Total number of cases reported to date.....70	
Number of deaths reported up till noon of the 27th March, 1901	Chinese.....63
	Other Asiatics.....0
	Europeans.....0
Number of deaths reported during the past 24 hours	Chinese.....0
	Other Asiatics.....0
	Europeans.....0
Total number of deaths recorded to date.....63	

SMALL-POX.

Number of cases reported up till noon of the 27th March, 1901	Chinese.....29
	Other Asiatics.....4
	Europeans.....9
Number of cases reported during the past 24 hours	Chinese.....3
	Other Asiatics.....0
	Europeans.....0
Total number of cases reported to date.....45	
Number of deaths reported up till noon of the 27th March, 1901	Chinese.....21
	Other Asiatics.....2
	Europeans.....5
Number of deaths reported during the past 24 hours	Chinese.....2
	Other Asiatics.....1
	Europeans.....0
Total number of deaths recorded to date.....30	

CANTON NOTES.

SMALL-POX.

(From our own Correspondent.)

CANTON, March 27th.

No new cases of varioloid or small-pox have developed among the men under observation from the U. S. *Monterey*. Every precaution has been taken both at the ship and at the hospital, to prevent the spread of the disease, with the most satisfactory results. The men will soon be all on duty again.

An outbreak of small-pox is reported at Nan Kung, about fifty miles east from Canton. It is difficult, however, to gather any reliable information regarding the prevalence of small-pox from the Chinese. They look upon the presence of small-pox as a very insignificant matter.

TEMPLE ABANDONED.

During the thunderstorm of last Friday a temple near San Tony was struck by lightning, and the idol, Hung Shan, badly damaged. The people have decided, that, as the idol was not able to protect himself and his temple, they will not repair the temple nor replace the idol.

THE FRENCH.

The French are still much in evidence in and about Canton. The two river boats now run between Canton and Hongkong are under the French flag. These boats are small and are for temporary use only. It is stated upon good authority that two steamers for this route are being built in France and in due time will appear on the scene. They will be subsidized by the French government for carrying the French mail. It is also stated that the French post office on Shamen will be opened about the first of April.

STEAM LAUNCHES UNDER THE FRENCH FLAG.
For some time a number of launches, towing passenger boats, have been flying the French flag. Some one has objected to this use of the French flag because the launches have only Chinese captains. To get over the difficulty, three small stars have been added to the flag. These stars are invisible at a short distance from the launch, so that in the eyes of the Chinese, the launches are still under the French flag. Of course the Chinese naturally conclude that the French are rapidly gaining influence in this part of China.

FRENCH HOSPITAL.

Some months ago a house on Shamen was fitted up, to serve as a hospital for the French. Now it is reported that the French doctor is looking for a site within the city on which to erect a hospital. Probably this hospital will be used for Chinese as well as foreigners.

AN AMERICAN'S POINT OF VIEW.

SOME REASONS WHY GERMAN STEAMERS ARE POPULAR.

W. L. Alden, writing to the *New York Times*, in drawing a comparison between the German and British steamship, makes some statements which those who control our great liners, especially those bound eastward, may do well to file for reference. Mr. Alden journeyed to Egypt in a North German Lloyd steamer, and he learned during the voyage why the German steamships are proving such formidable competitors to the English steamships. Only a few years ago no self-respecting Englishman would go to the East in anything but a P. and O. boat. Now the German ships are crowded with Englishmen.

The reason is that, while the P. and O. line is admirably managed so far as the running of the ships is concerned, the company has the air of only tolerating passengers, while the German companies make it their business to provide for their comfort. The Germans counteract any tendency to roll in their ships by fitting them with bilge keels, and the result is that, although some of them are even higher out of the water than the P. and O. boats, they roll very little. The English company, says Mr. Alden, has steadily refused to fit its ships with bilge keels, and consequently its passengers suffer much inconvenience.

There is the matter of dinner. On board the P. and O. boats every one is expected to come to dinner in evening dress, and if a man appears in a jacket or a morning coat he very soon receives a note from the steward calling his attention to the fact that evening dress at dinner is expected of every one.

Dinner is a sacred thing in the estimation of the average Englishman, and must be approached with awe and solemnity, but to require a half-sensit man to spend half an hour in his close cabin dressing himself for dinner is absurd.

The German ships do not have this ridiculous rule, and English people who have not entire confidence in their stomachs while at sea naturally prefer them. The Germans are sea running about ten or a dozen 10,000 ton twin-screw boats between Southampton and the East, by way of the Suez Canal, and they are always crowded.

If the P. and O. Company took the same pains to make passengers comfortable they would of course be preferred by Englishmen, for the safety of a P. and O. ship is one of the earliest lessons instilled into British youth.

But hitherto they have declined to do so, and the result is that the Germans are in a fair way to beat them on their own element. The same thing is going on elsewhere than in the Mediterranean. The German ships are gaining in popularity every day, and unless the English companies comprehend that passengers want to be comfortable as well as safe, they will be

THE FRENCH TRANSPORT AFLOAT.

We published yesterday an account from the Singapore F.P. of the stranding of the *Vinhling*. The same journal under date 25th inst. says:—Just before ten o'clock this morning, the French transport *Vinhling*, which for the past two days has been hard and fast aground on Baranti Reef, off Pulau Sambu, was successfully floated.

All day yesterday Capt. Griffin, and the Tanjong Pagar Dock Co. were hard at work with tugs and lighters and about 300 tons of cargo were taken off the stranded vessel. This morning the *Sunda* and *Mercury* made another tug at the *Vinhling*, and, aided by the engines of that vessel, working hard a stern, brought her off in easy manner. The transport gave a slight list to starboard and floated gently off her coral bed. The *Vinhling* then steamed into the harbour, coming to anchor in front of the French Consulate.

It appears that the vessel is not damaged, except that a few plates may be bent here and there, nor, during the whole time she has been aground, has she made any water. The cause of the accident is officially stated to be due to a mistake in the steering caused by a deviation in the compass, and to the action of the excessively strong currents prevailing in the vicinity of Pulau Sambu. In the official statement, in French, the word *fourbillion* is used to denote the disturbance causing the deflection of the compass. It was very dark at the time the *Vinhling* ran aground and one of her officers says it is providential that she struck on soft ground. Seventy yards more to starboard and she would have been lost on the hard rocks.

The *Vinhling* is an armed French transport, carrying provisions and stores for troops in China and a number of naval reliefs, her passengers in all amounting to 451. She is from Toulon and called at Colombo en route here. Her crew complement is 204, her commander M. Campion. She carries eleven guns and is of 2,500 horse-power.

She will probably proceed to Saigon within the next two days.

GLASGOW'S DANGERS.

The epidemic of smallpox in Glasgow is not only alarming in itself, says the *Morning Leader* of the 27th ult., but it threatens the safety of surrounding places, and if not soon ended, will possibly endanger the success of an exhibition which is to be opened there in the autumn. Already over 600 cases and 120 deaths are said to have occurred, and this fatality of about 20 per cent. (contrasting markedly with that of Leicester in 1891-94, only 5.8 per cent.) shows that the disease is not only extensive, but of a strikingly virulent type.

The local authorities are foolishly concealing the particulars, apparently in the hope that their misfortune may escape notice, and they especially refuse the names and address of the few patients whose names are alleged to be unvaccinated. It is therefore difficult to ascertain the facts, but they appear to be as follows:

1. The first case was that of a recently vaccinated sailor.
2. The population at Glasgow is thoroughly vaccinated one, no conscience clause existing in Scotland, and the law being rigorously enforced.
3. The advocacy of vaccination has ceased, the cry being raised everywhere for revaccination.
4. The disease is of a virulent type, and is spreading over the whole city.

The natural drainage of Glasgow is good, and its water supply (from Loch Katrine) exceptionally pure. But slums exist, and the river Clyde is a byword for filthiness.

The danger being so great, it is instructive to note how all the London papers have instinctively lapsed into silence in regard to it. When there was an outbreak of small-pox in South Gloucester in 1893-95, it will be remembered they were full of indignant criticism on the inhabitants. It is a just inference that they ignore the facts in the case of Glasgow because that city contains one of the best-vaccinated communities in Britain.

That they should nevertheless suffer from a severe and widespread attack of the pest, in spite of complete abstinence to the superstitious rite of backslapping England, with its three millions of unvaccinated children, is free from it, is an object lesson which ought to impress the most besotted believer.

THE SIBERIAN EXPRESS.

The express train which runs every week between Moscow and Irkutsk over the Trans-Siberian Railroad, deserves the credit of being the most complete railroad train in the world, says an exchange. The journey takes nine days travelling day and night. The train consists of first-class and second-class cars, a baggage car and a dining car. As in many cases on the continental railways, the dining car contains also a parlour, in this case it likewise includes a library, a piano, a bathroom with gymnastic apparatus, and a barber's shop. The baggage car contains the kitchen and pantry, refrigerator and linen closet, and the sleeping rooms of the 17 trainmen. The passenger cars, both of the first and second class, have numbered seats, so that everyone is sure of his place; and they contain also the usual toilet rooms, two special state rooms, with large windows for observation, and a dark room for photography. The trains are heated and lighted by electricity. A boiler, steam turbine, and a dynamo of 5 horse-power, in the baggage car, supply the current, part of which is stored in accumulators to supply a current for four hours, in case the generator breaks down. There are electric light-fitters in each compartment, and the water and milk in the dining car are kept from freezing by electric heaters. Port-lamps hung from brackets can be placed on the table. The lamps are 5 to 10 candle power, and the whole number amounts to 1,000 candle power. The lamps on the sleeping berths are turned on or off automatically by drawing the curtains.

BRITISH GENIUS.

Mr. Havelock Ellis has begun a study of British genius with special regard to race in the "Popular Science Monthly." From the "National Dictionary of Biography" he finds that the British Isles have produced 859 great men, namely, 23 actors, 95 artists, three businessmen, 12 divines, seven doctors, 33 lawyers, 150 men of letters, 94 men of science, and inventors, 14 musical composers, four philanthropists, 7 philosophers, 6 poets, 173 politicians, 29 sailors, 40 scholars, four schoolmasters, 46 soldiers, and nine travellers. There are also 43 famous women, or one for every 20 famous men; but the standard required for eminence is rather lower than in the case of men. They comprise 13 actresses, 23 women of letters, one woman of science (Mary Somerville), one philanthropist (Fanny Power), one poetess (Barbara Browning), one musician (Rossetti). Apparently, the eighteenth century, with 355 great men, was the most illustrious in our history, the seventeenth century having

EUROPEAN INTERESTS IN CHINA.

Sir William Robinson presided on 15th ult. at a lecture given at the Imperial Institute by Mr. Ian C. Hannab entitled "European Interests in China." The hopeless decay of China was said the lecturer, a standing menace to the peace of the world. In spite of the long endurance of the Empire when it had only to contend against wandering tribes or small States, its eventual collapse, now that its strategic neighbours were civilised and powerful nations, had apparently become inevitable. China was still violently Anti-European, notwithstanding the fact that there was a growing disposition among her people to tolerate, and even to appreciate, European rule. An interesting account of the growth of the British dominions in Asia was given. The East India Company had wanted money, not land, and our vast Asiatic Empire, had been the result of any well-considered plan, but acquired haphazardly by the efforts of individuals. The British had entered into the fruits of other men's labours—the Portuguese being the first to prove how defenceless and how rich Asia was; and the French the first to show how an European Empire could be established in India. The growth of Hongkong, since it became British, had been extraordinary—unparalleled even in the New World. The maritime approaches of China were controlled by the British, whose commercial supremacy in the Far East was overwhelming. The Customs Service, the Hongkong and Shanghai Railway, the Imperial Chinese Mail, and the English language was universal. Russia was the mediator between the East and West, her Asiatic dominions being absorbed and not merely administered, and her Empire was consolidated by great railway systems. Japan, though she had slight sympathy for the traditions of Asia, still retained a sentimental regard for China, her first teacher; and the open door was necessary for her rapidly expanding commerce. An Asiatic empire had been, in the Nineteenth Century, thrust on America, whose China trade was larger than that of any other country except England. Germany, who had made a late start in the acquisition of foreign possessions, had the port of Kiao Chau and the Province of Shantung. France had a comparatively small trade with China, her interests being important chiefly on account of her position as protectress of Roman Catholics in the East.—*Morning Post*.

A TYPICAL CELT.

"After all this delay Mr. William O'Brien was able to move his very lengthy Irish amendment—an amendment which in its printed form would fill half a column of a newspaper. Mr. O'Brien has been absent from the House for six or seven years. When he was there before he was anything but robust, and now he is almost painfully worn and thin. His long speech was delivered in a most perfunctory style, now in a whisper and now in a shout, at one time hissing something at the benches opposite, at another almost screaming. He scowled this way and that, he clutched at his beard, flung his hair impatiently from his forehead, tossed up his arms, and waved a great long proof-sheet of quotations like a ragged banner. His desperate earnestness, his savage sincerity, must have been obvious to anyone not blinded by prejudice. But rows of stolid Englishmen sat staring and obviously not understanding the fiery Celt. There was the whole explanation and the whole tragedy of the Irish question—Ireland is governed by those who are utterly incapable of understanding its inhabitants."

So says the *Morning Leader* of the 23rd ult., under the heading "Parliament." We agree with the *Morning Leader*, if Mr. William O'Brien is the typical Irishman that Englishmen do not understand them. But what would the House of Commons be like, if Englishmen imitated the typical Celt? If they all talked perfunctory, if they delivered long speeches now in a whisper, now in a shout, sometimes hissing something at the opposite benches, and sometimes screaming the while they said this way and that, clutched and flung their beards, the bald and beardless ones, we presume, rending their garments, tossing their arms about and waving ragged proof-sheets? Our contemporary is quite right; this was indeed tragedy, nothing less; but if the whole House started fiery Celticism, we are afraid there would soon be no opposite benches to hiss and scream at and before whom ragged proof-sheets might be flouted.

NOTANDA.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1893.

Barometer.....	30.141
Thermometer.....	57.3
Humidity.....	79.0
Rainfall.....	1.76

TO-DAY.

Barometer.....	30.00	29.92
Thermometer.....	72	75
Humidity.....	84	75
Rainfall.....	—	—

TO-DAY.

Thursday, 28th March, 1901.
Chinese—6th of 2nd moon of 27th year of Kwang-sai.
Sun—Rises..... 5hr. 58min.
Sets..... 6hr. 12min.
High water—Morning..... 5hr. 12min.
Afternoon..... 5hr. 27min.
Low water—Morning..... 7hr. 59min.
Afternoon..... 11hr. 12min.

ANNIVERSARIES.

1854—War declared against Russia.
1858—The Shanghai Convention of Commerce presented a memorial to Lord Elgin.
1871—Proclamation of the Paris Commune.
1884—Duke of Albany died.
1894—The Korean political refugee Kim Ok Kiun assassinated at Shanghai.
1897—Indian Relief Works employing 2,311,000 persons.
1900—Beginning of the troubles in Northern China.

TO-MORROW.

Friday, 29th March, 1901.
Chinese—10th of 2nd moon of 27th year of Kwang-sai.
Sun—Rises..... 5hr. 57min.
Sets..... 6hr. 13min.
High water—Morning..... 6hr. 45min.
Afternoon..... 6hr. 57min.

ANNIVERSARIES.

1842—Hongkong Land Committee appointed.
1849—Annexation of the Punjab by Great Britain.
1851—Bishop G. Smith, first Bishop of Hongkong.
1859—Sir John Bowring recommended the annexation of Kowloon Peninsula.
1879—The British barque *Elizabeth Childes* attacked by pirates 40 miles from Hongkong.
1883—Governor Sir George Bowen arrived in Hongkong.
1885—Seizure and occupation of the Pescadores by the French fleet.
1897—Coinage of silver at the Imperial Japanese Mint discontinued.
1898—Fort St. Shendy captured by Egyptian gunboats.

AGENDA.

TO-DAY.

9 p.m.—The Dallas Company at the Theatre Royal.

TO-MORROW.

Daylight—D. & Co.'s steamer *Thales* leaves for Swatow.
Daylight—N. Y. K. steamer *Awa Maru* leaves for Japanese Ports.
Noon—N. Y. K. steamer *Mikie Maru* leaves for Japanese Ports.
4 p.m.—N. Y. K. steamer *Rosetta Maru* leaves for Manila, and Australian Ports.

SATURDAY, 30th.

Noon—P. & O. S. N. steamer *Platys* with Mails etc. leaves for Marseilles, and London (direct.)

SUNDAY, 31st.

Daylight—O. S. K. steamer *Daifin Maru* leaves for Coast Ports.
Cargo ex *Canton* subject to rent.

MONDAY 1st, APRIL.

3.30 p.m.—Public Auction by Mr. G. P. Lamert at his Auction Room Duddell Street.
8.30 for 9 p.m.—Precisely. A Regular Meeting of the Zealand Lodge at the Freemason's Hall.
Cargo ex *Africa* subject to rent.

TUESDAY, 2nd.

Cargo ex *Awa Maru* subject to rent.

WEDNESDAY, 3rd.

Noon—N. D. L. Co.'s steamer *Stuttgart* with Mails etc. leaves for Europe.

FRIDAY, 5th.

First Day of the Annual Prize Meeting of the Hongkong Rifle Association at Kowloon.

Daylight—N. Y. K. steamer *Tamba Maru* leaves for Europe.

SATURDAY 6th.

Second Day of the Annual Prize Meeting of the Hongkong Rifle Association at Kowloon.

MONDAY, 8th.

Last Day of the Annual Prize Meeting of the Hongkong Rifle Association at Kowloon.

SHIPPING AND MAIL NEWS.

MAILS DUE.
English (*Sobraon*) to-morrow.
Canadian (*Athenian*) 1st prox.
German (*Princess Irene*) 2nd prox.
German (*Stuttgart*) 2nd prox.
Indian (*Aravallu Apar*) 3rd prox.
American (*Coptic*) 4th prox.
American (*America Maru*) 12th prox.
Canadian (*Empress of India*) 15th prox.
American (*City of Peking*) 20th prox.

The D. S. S. Co.'s steamer *Arratoon Apar*, from Calcutta, left Singapore for this port this morning, the 28th inst.

The N. Y. K.'s steamer *Tamba Maru*, (European Line) left Kobe via Moji for this port yesterday, the 27th inst., and is expected to arrive here on Wednesday, the 3rd April.

HONGKONG AND WHAMPOA DOCK RETURN.

G.M.S. *Hertha*..... at Kowloon Dock.
G.M.S. *Jaguar*..... " "
U.S.S. *Isla de Luzon*..... " "
U.S.S. *Bennington*..... " "
U.S.S. *Yorktown*..... " "
Prosper..... " "
Soleil..... " "
Hanoi..... " "
Hico..... " "
Lung Tsing..... " "
Hanchow..... " "
U.S.S. *Concord*..... Cosmopolitan "
Atlas, *Colonies*..... " "
Perla..... " "
Victoria..... " "
Glenlogie..... " "
Petrarch..... Aberdeen "
Mozambique..... " "

PASSED THE CANAL.

Outward—1st March—*Awa Maru*, *Benitide*, *Saxonia*, *Kobe*. 5th March—*Strathford*, *Denbighshire*, *Cymbeline*, *Fernside*, *Grosvenor*, *Thyra*. 8th March—*Dagfred*, *Skibb*, *Teresa*. 12th March—*Ohl*, *Arnold*, *Luyken*, *Tren*. 15th Mar.—*Benalder*, *Gisela*, *Inaba Maru*, *Sacotra*, *Ulysses*, *Hilgelen*. 19th March—*Kanagawa Maru*, *Prothelus*. 22nd March—*Ceylon*, *Calchas*, *Andralia*, *Segor*, *Benoelrich*, *Germandus*. 26th March—*Prinz Heinrich*, *Kostroma*, *Maximova*.
Homeward—12th March—*Marie Valerie*, *Java*, *Polarisjeren*. 15th March—*Sachsen*. 22nd Mar.—*Shanghai*. 26th Mar.—*Glaucus*, *Sado Maru*, *Alenour*.

ARRIVALS AT HOME—9th March—*Hamburg*.

13th Mar.—*Leviathan*. 16th Mar.—*Sambora*. 20th Mar.—*Strathford*, *Yarra*, *Suevia*. 23rd Mar.—*Dezonsville*, *Hudson</*

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU	KOBE and YOKOHAMA	TO-MORROW, 29th Mar., at Daylight
T. Treat	BOMBAY, VIA SINGAPORE and COLOMBO	TO-MORROW, 29th Mar., at Noon
MIKE MARU	SYDNEY and MELBOURNE, VIA MANILA	TO-MORROW, 29th Mar., at 4 P.M.
ROSETTA MARU	TOWNSVILLE and BRISBANE	FRIDAY, 5th April, at Daylight
TAMBA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 12th April, at Daylight
INABA MARU	KOBE and YOKOHAMA	FRIDAY, 12th April, at Daylight
IZUMI MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 13th April, at 4 P.M.
SANUKI MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 19th April, at Daylight

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 25th March, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG	HAVRE, BREMEN and HAMBURG	29th March
MARIUBURG	(LONDON with transhipment in HAMBURG)	About 2nd April
SAVOIA	(LONDON with transhipment in HAMBURG)	About 4th April
BEHNS	(LONDON with transhipment in HAMBURG)	About 8th April
BAMBERG	HAVRE and HAMBURG	About 8th April
JACOBS	(LONDON with transhipment in HAMBURG)	About 15th April
SIBIRIA	HAVRE and HAMBURG	About 15th April
Kniep	(LONDON with transhipment in HAMBURG)	About 15th April

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 16th May, at Noon
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 11th June, at Noon

THE Twin Screw Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th April, at Noon
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 25th May, at Noon

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 3rd April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 15th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th March, 1901.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 13th April, at Noon
Gaite (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 7th May, at Noon
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 1st June, at Noon

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid 1/2 fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 19th March, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathcyle.....1,5023 Friday April 12

THE Steamship

"STRATHCYLE"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about FRIDAY, the 12th April.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE.

BUTTERFIELD & SWIRE.

Hongkong, 18th March, 1901.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.

Captains.

Proposed Sailings.

Queen Adelaide, 2,832 F. McNair, Mar. 29

Glenogle, 3,750 W. Frakes, April 8

Claverling, 3,328 J. R. Rae, April 12

Olympia, 2,837 J. Truebridge, April 26

THE attention of Passengers is directed to

the very cheap rates offered by this Line

to the PACIFIC COAST and to the INTERIOR

and EASTERN CITIES of the UNITED STATES

and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table.

Doctor and Stewardess carried.

Passengers to EUROPE may proceed by one

of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none

on the American Continent; two trans-continental

trains daily from TACOMA. DINING CAR is

attached to trans-continental trains daily.

TACOMA TO NEW YORK in 44 days.

Magnificent Scenery of the Rocky and

CASCADE MOUNTAINS. The YELLOWSTONE

NATIONAL PARK route.

HONGKONG TO VICTORIA,

TACOMA £35.

The best route to the KLONDYKE GOLD

FIELDS. Frequent Sailings from VICTORIA,

TACOMA TO DUEA and ST. MICHAEL.

Rates of Passage to other Points on applica-

tion.

Special rates allowed to members of Govern-

ment Services.

For further information as to Passage or

Freight, apply to DODWELL & Co., LIMITED,

General Agents.

Hongkong, 26th March, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, ADEN,

EGYPT, MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS).

THE Steamship

"PLASSY,"

Captain C. F. Preston, R.N.R., carrying Her Majesty's Mails, will be despatched from this for MARSEILLES and LONDON, on SATURDAY, the 30th instant, at Noon, taking Passengers and Cargo for the above Ports.

All cargo for France, and London, will be conveyed direct without transhipment.

Cargo for Bombay will be transhipped at Colombo into the S.S. "MAZAGON."

Parcels will be received at the Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE,

Superintendent.

Hongkong, 18th March, 1901.



Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
CEBU and ILOILO	"KAIFONG"	20th instant, at 5 P.M.
MANILA	"SUNGKIANG"	20th instant
SHANGHAI	"CHINKIANG"	30th instant
KOBE and YOKOHAMA	"TSINAN"	4th April
MANILA	"TAIYUAN"	9th April
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIYUAN"	9th April

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th March, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PYREHUS"	1st April.
GLASGOW	"ANTENOR"	1st April.
	"ULYSSES"	11th April.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"STENTOR"	2nd April.
"	"IDOMENEUS"	16th April.
"	"AGAMEMNON"	23rd April.
"	"AJAX"	30th April.
LIVERPOOL (DIRECT)	"TANTALUS"	15th April.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 28th March, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"ROSETTA MARU,"

(3,411 Tons Gross, Captain N. Tait), will be despatched for the above Port, TO-MORROW, the 29th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 19th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 31st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th March, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE).

THE Company's Steamship

"MELPOMENE,"

Captain Matcovich, will be despatched as above on WEDNESDAY, the 3rd April, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 20th March, 1901.

